

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (Currently amended) A hybrid component for lightweight, structural uses, comprising:

a steel member; and

a cast coupling member cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member, wherein said portion of said steel member on which said coupling member is cast is an end portion of a tubular member including bent sections extending outwardly away from said steel member.

2 - 8. (Cancelled)

9. (Previously presented) An engine cradle for a motor vehicle, comprising:

a frame assembly having a pair of spaced rails secured by spaced cross members;

at least one of said spaced rails and said spaced cross members including

a hybrid component, including:

a steel member; and

a cast coupling member cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member.

10. (Original) An engine cradle according to claim 9, wherein said steel member has a yield strength of at least about 1300 MPa, and said cast coupling has a yield strength of at least about 180 MPa.

11. (Original) An engine cradle according to claim 10, wherein said steel member is a tubular member.

12. (Previously presented) A control arm for a motor vehicle, comprising:
a hybrid component including:

a steel member and curved in a longitudinal direction; and

cast coupling members cast on said steel member, each of said coupling members being cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member.

13. (Original) A control arm according to claim 12, wherein said steel member has a yield strength of at least about 1300 MPa, and each of said cast couplings has a yield strength of at least about 180 MPa.

14. (Original) A control arm according to claim 13, wherein said steel member is a tubular member.

15. (Previously presented) An instrument panel support structure for a motor vehicle, comprising:

a hybrid component in the form of a cross beam; and

a mount positioned on each end of said hybrid component,

said hybrid component including:

a steel member; and

a cast coupling member cast said steel member, said coupling member being cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member, said cast coupling member including a plurality of spaced brackets.

16. (Original) An instrument panel support structure according to claim 15, wherein said steel member has a yield strength of at least about 1300 MPa, and said cast coupling has a yield strength of at least about 180 MPa.

17. (Original) An instrument panel support structure according to claim 16, wherein said steel member is a tubular member.

18. (Previously presented) A bumper assembly for a motor vehicle, comprising:
a hybrid component including:

a steel member; and

cast coupling members cast on said steel member, each of said coupling members being cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling members to said steel member,

said steel member forming a longitudinally extending steel bumper member constructed to protect the vehicle from impact, and said coupling members forming first and second aluminum members attached to said steel bumper member, wherein said steel bumper member extends between said first and second aluminum members and said first and second aluminum members are positioned between said steel bumper member and the space frame of the vehicle.

19. (Original) A bumper assembly according to claim 18, wherein said steel member has a yield strength of at least about 1300 MPa, and each of said cast couplings has a yield strength of at least about 180 MPa.

20. (Original) A bumper assembly according to claim 19, wherein said steel member is a tubular member.

21. (Currently amended) A method of forming a hybrid component for lightweight, structural uses, comprising:

forming a steel member into a predetermined configuration; and

casting a coupling member on a portion of the steel member by casting-in-place aluminum about the portion of the steel member, thereby positively and rigidly securing the coupling member to the steel member, wherein forming the steel member includes forming the steel member to have a yield strength of at least about 1300 MPa, and casting the cast coupling includes forming the aluminum to have a yield strength of at least about 180 MPa.

22. (Cancelled)

23. (Currently amended) A method according to claim [[22]] 21, wherein forming the steel member includes forming the steel member as a tubular member.

24. (Currently amended) A method according to claim [[22]] 21, further comprising:

heat treating the hybrid component to an elevated temperature.

25. (original) A method according to claim 24, wherein, the heat treating the hybrid component to an elevated temperature includes heat treating the hybrid component to approximately 440 degrees.

26. (Previously presented) A hybrid component according to claim 1, wherein the cast-in-place aluminum is a semi-solid aluminum.

27. (Previously presented) An engine cradle according to claim 9, wherein the cast-in-place aluminum is a semi-solid aluminum.

28. (Previously presented) A control arm according to claim 12, wherein the cast-in-place aluminum is a semi-solid aluminum.

29. (Previously presented) An instrument panel support structure according to claim 15, wherein the cast-in-place aluminum is a semi-solid aluminum.

30. (Previously presented) A bumper assembly according to claim 18, wherein the cast-in-place aluminum is a semi-solid aluminum.

31. (Currently amended) A method according to claim [[22]] 21, wherein the cast-in-place aluminum is a semi-solid aluminum.

32. (Cancelled)

33. (Previously presented) An engine cradle according to claim 9, wherein the cast-in-place aluminum is a semi-solid aluminum and the steel member is formed of a high strength steel.

34. (Previously presented) A control arm according to claim 12, wherein the cast-in-place aluminum is a semi-solid aluminum and the steel member is formed of a high strength steel.

35. (Previously presented) An instrument panel support structure according to claim 15, wherein the cast-in-place aluminum is a semi-solid aluminum and the steel member is formed of a high strength steel.

36. (Previously presented) A bumper assembly according to claim 18, wherein the cast-in-place aluminum is a semi-solid aluminum and the steel member is formed of a high strength steel.

37. (Currently amended) A method according to claim ~~[[22]]~~ 21, wherein the cast-in-place aluminum is a semi-solid aluminum and the steel member is formed of a high strength steel.

38. (New) A hybrid component for lightweight, structural uses, comprising:

a steel member;

a cast coupling member cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member, wherein said steel member has a yield strength of at least about 1300 MPa, and said cast coupling has a yield strength of at least about 180 MPa.

39. (New) A hybrid component according to claim 38, wherein said steel member is a tubular member.

40. (New) A hybrid component according to claim 39, wherein said portion of said steel member on which said coupling member is cast is an end portion of said tubular member.

41. (New) A hybrid component for lightweight, structural uses, comprising:

a steel member; and

a cast coupling member cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member, wherein said portion of said steel

member on which said coupling member is cast is an end portion of a tubular member including a section having a non-circular cross-section.

42. (New) A hybrid component for lightweight, structural uses, comprising:

a steel member; and

a cast coupling member cast on a portion of said steel member by casting-in-place aluminum about said portion of said steel member, thereby positively and rigidly securing said coupling member to said steel member, wherein said portion of said steel member on which said coupling member is cast is a mid portion of said tubular member.

43. (New) A hybrid component according to claim 42, wherein said mid portion includes a section having a non-circular cross-section.